

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

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BUREAU OF NAVIGATION NEWS BULLETIN NO. 1.

1. Use of Pilots and Tugs. The Bureau feels that the expenditures for pilots, tugs, wharfage, etc. during the last fiscal year was excessive, particularly the amounts expended for the use of tugs and launches while vessels were in the Canal Zone. The Bureau's limited appropriations make it necessary that ships' boats be utilized as much as possible for the transfer of stores and men to and from ships. The Bureau hopes for complete cooperation in reducing expenditures to what necessity actually requires.
2. Transportation of Dependents. Transportation on Naval transports is limited to persons in the Naval service and their immediate dependents, and requests for transportation of other persons should not be made. It must be realized also, that officers and men traveling under orders and their dependents have priority.
3. Ships' Logs. Ships' logs are in many cases long overdue. Regulations require that the smooth log be forwarded at the end of each calendar month to the Bureau by registered mail. The apparent loss of many logs indicates that this provision is not being carried out, particularly in the destroyer squadrons. Logs are frequently sent in incomplete. When vessels are decommissioned, the logs are not always chosen and forwarded to the Bureau. It is requested that all concerned cooperate to correct the above unsatisfactory practices.
4. Retired Officers. In carrying out the Department's instructions that wherever possible, all retired officers be relieved from active duty, the Bureau issued "standby" notices to all those officers concerned. The Bureau trusts that the advance notice thus given will be appreciated and not be the cause of renewed effort to remain on active duty.
5. Employment of Retired Officers by other Departments of the Government. The Department has recommended the repeal of the following laws:
  - (a) Act of June 10, 1896, which reads: "That hereafter no payment shall be made by Congress to any officer in the Navy or Marine Corps on the active or retired list while such officer is employed, after June 30, 1897, by any person or company furnishing naval supplies or war material to the Government; and such employment is hereby made unlawful after said date."

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(b) Section 1440, Revised Statutes, which reads as follows:

APPOINTMENTS IN DIPLOMATIC SERVICE - "If any officer of the Navy accepts or holds an appointment in the diplomatic or consular service of the government, he shall be considered as having resigned his place in the Navy and it shall be filled as a vacancy.

The Department has further recommended that the compensation to be received depend entirely upon the actual service rendered the employer, whether a government department or a private organization, and that such compensation have no bearing upon the retired pay which is being received for good and sufficient reasons as a result of naval service.

6. Honorable Discharge Blanks. The Bureau is having considerable difficulty in checking the honorable discharge blanks. It is desired that careful attention be given to this matter.

7. New Class at Naval Academy. Present indications are that the fourth class at Naval Academy will comprise between 725 and 750 midshipmen.

8. Opportunity for Study. Arrangements are being made for all those naval constructors appointed to the regular Navy from the reserve and temporary lists to undergo a voluntary course of instruction in the subjects pertaining to their profession that they desire. It is hoped to extend this further so that similar opportunity will be afforded all other officers appointed to the regular Navy from the Reserve Force and the temporary list from all corps.

9. Claims for Reimbursement. Occasionally, the Bureau received claims from officers for reimbursement for personal loss sustained by "marine disaster". Attention is invited to the fact that the money appropriated for reimbursement of this kind is strictly in cases of "marine disasters" and cannot apply to losses on shore by reason of fire or other causes. In claims of proper nature, the Bureau bases its final action on the cost of replacement as quoted in the latest catalogue of the Officers' Uniform Shop, Brooklyn, New York. The Bureau does not feel that reimbursement for valuable jewelry or other highly expensive incidentals are proper claims, as such articles of high value are not strictly needed as a part of equipment. In this connection, the officer administering the oath to the claim must be certain that he is duly authorized by law to do so.

10. Turnover of Enlisted Personnel. During the fiscal year, ending June 30, 1923, the enlistments of 38,038 men will expire. Out of this number, the Bureau estimates that approximately 50% will reenlist, leaving 19,019 to be replaced by recruits. In addition to the losses by reason of expiration of enlistments, it is estimated that the losses from all other causes will amount to about 18,920 men. This analysis shows that the "turnover" in enlisted personnel will be approximately 57,000 men.

In this connection, the Operating Force Plan for 1923 contemplates commissioning certain vessels that are not yet in commission, and likewise, decommissioning certain other vessels as yet still in commission. The net gain to the Bureau when all of the above shall have been accomplished will be 2500 enlisted men.

11. Shortage of Officer Personnel. At present, the complement of line officers required to meet the demands of authorized and approved naval activities is more than twenty per cent in excess of the number of line officers in the Navy, and consequently, this twenty per cent shortage that exists must be distributed amongst the various activities. Naturally, each unit of command, both ashore and afloat, desires full personnel and one of the greatest problems confronting the Bureau is an equitable distribution while this shortage exists.

12. Adjustment of Balanced Navy. The appropriation "Pay of the Navy" is a fixed sum. By having a large overhead of Chief Petty Officers, much more pay than was desirable had to go to this grade, and thereby, the number of men in the lower ratings was limited far beyond what the Bureau desired. For example, for every Chief Petty Officer in excess for a balanced Navy, the service lost the opportunity of rating about two Petty Officers, second or third class, or three seamen, first class. In other words, the amount of money that one excess Chief Petty Officer was drawing was equivalent to the pay of two rated men of lower ratings, or three non-rated men. Recent legislation has permitted the transfer to the Reserve Force of a large number of Chief Petty Officers, and when this becomes an accomplishment, more men of lower ratings can be advanced, so that the lump sum "Pay of the Navy" can then be distributed for the pay of a balanced Navy.

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